

# Supplementary Regulations for the FIA Historic Hill Climb Championship COURSE DE CÔTE DE TURCKHEIM (FRA), 02-04/09/2016



## PROGRAMME

24/08/16	12pm	<b>Closing of entries.</b>
02/09/16	1:30 pm to 8pm	<b>Administrative checking.</b>
02/09/16	1:45 pm to 8:15 pm	<b>Scrutineering.</b>
03/09/16	10 to 12:30 pm	<b>Official practice - 1<sup>st</sup> heat.</b>
03/09/16	1:00 to 6 pm	<b>Official practice - 2<sup>nd</sup> heat.</b>
04/09/16	8:30	<b>Race - 1<sup>st</sup> heat.</b>
04/09/16	1 pm	<b>Race - 2<sup>nd</sup> heat.</b>
04/09/16	3:30 pm	<b>Race - 3<sup>rd</sup> heat</b>
04/09/16	After the last race heat	<b>Posting of provisional results</b>
04/09/16	After the last race heat (podium on the start line)	<b>Prize Giving</b>

## 1 – ORGANISATION

The **ASSOCIATION SPORTIVE AUTOMOBILE D'ALSACE** is organising the international Historic Hill Climb **TURCKHEIM** on **02-04/09/2016**.

These Supplementary Regulations have been approved:

- by the **Fédération Française du Sport Automobile (FFSA)**  
- with visa No.....

- and by the **FIA**  
- with visa No.

### 1.1 Organising Committee, Secretariat

The chairman of the Organising Committee is:

**Name:** Franck MADER

**Address:** 10 rue de Waldkirch 67600 SELESTAT

**Tel:** 0033(0)6 72 96 08 42

**Email :** – [president@asa-alsace.fr](mailto:president@asa-alsace.fr)

**Website:** [www.asa-alsace.fr](http://www.asa-alsace.fr)

The address of the Secretariat of the Competition is as follows:

**Until Friday 02/09/16 12 am**

**Tel:** 0033(0)6 72 96 08 42

**Email :** [president@asa-alsace.fr](mailto:president@asa-alsace.fr)

**Email:** [www.asa-alsace.fr](http://www.asa-alsace.fr)

**As from Friday 02/09/16 1 pm**

**Tel:** 0033(0)6 72 96 08 42

**Email:** [president@asa-alsace.fr](mailto:president@asa-alsace.fr)

**Email:** [www.asa-alsace.fr](http://www.asa-alsace.fr)

### 1.2 Officials

<b>Clerk of the course</b>	Yves LARA (FRA) 0033(0)6 14 47 80 96
<b>Assistant clerk of the course</b>	Franck MADER (FRA)
<b>Chairman of the panel of stewards</b>	Rod PARKIN (GBR)
<b>Stewards</b>	Jan MIENKINSKY (AUT)

	+ Serge MISTRI (FRA)
<b>Scrutineers</b>	Bernard PENILLA (FRA)
<b>Timekeepers</b>	Daniel BLANQUIN (FRA)
<b>FIA observer</b>	Lucien FRANCK (LUX)
<b>FIA eligibility delegate</b>	Domenico CIFALDI (ITA)
<b>Competitors' relations officer</b>	Louis Jean VILLARD (FRA)
<b>Chief medical officer</b>	Dr Claude GUTZWILLER (FRA)
<b>Secretary of the Competition</b>	Fabienne SCHOLLER (FRA)
<b>Secretary of the panel</b>	Emilie TRAMON (FRA)
<b>ASN safety delegate</b>	Franck MADER (FRA)

### 1.3 Official notice board(s)

All communications and decisions, as well as the results, shall be posted on the official notice board(s) located:

*Place de la République - papeterie site1 Turckheim parc Matussièrè – Salle St Anne — route d'Ingersheim.*

## 2 - GENERAL CONDITIONS

**2.1** The Competition shall be organised in conformity with the provisions of the FIA International Sporting Code («the Code»), the List of Requirements for the Organisers of the FIA Historic Hill Climb Championship («the HHCC»), the National Sporting Code if applicable and the provisions of these Supplementary Regulations.

**2.2** By entering the Competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the Code.

**2.3** Any person or association organising or taking part in a Competition and failing to comply with these provisions shall have their Licence withdrawn.

**2.4** The Competition counts towards the following Championships:

- **FIA Historic Hill Climb Championship**
- « *Championnat de France de la Montagne* »
- « *Championnat de France VHC* »
- « *Ch. De ligue Lorraine-Alsace coef 4* »
- « *Ch. du Luxembourg de la Montagne* »

### 2.5 Course

The Competition will be run on the course, which has the following characteristics:

**Length:** 5950 mètres

**Incline:** 370 m

**Average and maximum gradients:** 5,5% - 6,9%

**Location and altitude of the start:** D 11/ 310m

**Location and altitude of the finish:** D 11 / 680m

## 3 - ELIGIBLE VEHICLES

### 3.1 Categories and classes

<b>Category 1 (C, D, E, F, G 1, GR)</b>
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### Category 1

(SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

A1	up to	850cm <sup>3</sup>
A2	up to	1150cm <sup>3</sup>
A3	up to	1300cm <sup>3</sup>
A4	up to	1600cm <sup>3</sup>
A5	up to	2000cm <sup>3</sup>
A6	over	2000cm <sup>3</sup>

### Category 1

(TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2-seat)

A7	up to	1300cm <sup>3</sup>
A8	up to	1600cm <sup>3</sup>
A9	up to	2000cm <sup>3</sup>
A10	over	2000cm <sup>3</sup>

### Category 2 (G2, H1, HR)

#### Category 2

(T 16-25, TC 16-25, GT 18-27, GTS 18-27)

B1	up to	850cm <sup>3</sup>
B2	up to	1150cm <sup>3</sup>
B3	up to	1300cm <sup>3</sup>
B4	up to	1600cm <sup>3</sup>
B5	up to	2000cm <sup>3</sup>
B6	over	2000cm <sup>3</sup>

#### Category 2

(TSRC, HST 1-5, S 2/1)

B7	up to	1300cm <sup>3</sup>
B8	up to	1600cm <sup>3</sup>
B9	over	1600cm <sup>3</sup>

### Category 3 (H2, I, IR)

#### Category 3

(T 26-35, TC 26-35, GT 28-37, GTS 28-37)

C1	up to	1300cm <sup>3</sup>
C2	up to	2000cm <sup>3</sup>
C3	over	2000cm <sup>3</sup>

#### Category 3

(TSRC, HST 1-5, S2/2)

C4	up to	2000cm <sup>3</sup>
C5	over	2000cm <sup>3</sup>

### Category 4 (J1, J2, JR)

#### Category 4

(T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

D1	up to	1600cm <sup>3</sup>
D2	up to	2000cm <sup>3</sup>
D3	over	2000cm <sup>3</sup>

Category 4 (T, CT, GT, GTS -01.01.1986 to 31.12.1990)

D4	up to	1600cm <sup>3</sup>
D5	up to	2000cm <sup>3</sup>
D6	over	2000cm <sup>3</sup>

#### Category 4

(TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN/2500, SN/3000)

D7	up to	2000cm <sup>3</sup>
D8	over	2000cm <sup>3</sup>
D9	SN up to	2500cm <sup>3</sup>
D10	SN up to	3000cm <sup>3</sup>

### Category 5 (C, D, E, F, GR, HR, IR, JR)

#### Category 5

E1	1919-1953	no capacity limitation
E2	1954-1982	up to 1600cm <sup>3</sup>
E3	1954-1982	up to 2000cm <sup>3</sup>
E4	1983-1990	up to 1600cm <sup>3</sup>
E5	1983-1990	up to 2000cm <sup>3</sup>

**3.2** In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 and JR/1986-1990 by 1.7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

**3.3** The safety equipment of all vehicles must comply with the FIA Appendix K.

**3.4** Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the Competition.

**3.5** Only fuel which complies with the provisions of Appendix K may be used.

**3.6** Any form of pre-heating of the tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

## 4 - DRIVERS' SAFETY EQUIPMENT

**4.1** The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race heats.

**4.2** Drivers are strictly obliged to wear flame-resistant clothing (including the overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard.

## 5 - ELIGIBLE COMPETITORS AND DRIVERS

**5.1** Any person or legal entity holding an International Competitor's Licence valid for the current year shall be eligible as a Competitor.

**5.2** Drivers must be in possession of both a car driving licence and an International Driver's Licence valid for the current year.

**5.3** Foreign Competitors and Drivers must be in possession of written authorisation to take part in the Competition from the ASN which issued them with their Licence(s) (even taking the form of just a note on the Licence).

## 6 - ENTRIES, LIABILITY AND INSURANCE

**6.1** Applications for entry shall be accepted following publication of the Supplementary Regulations and should be sent to the following address:

ASA ALSACE –  
10 rue Waldkirch  
67600 SELESTAT – France  
Phone 0033(0)6 72 96 08 42  
Website: [www.asa-alsace.fr](http://www.asa-alsace.fr)

Each entry form must be accompanied by a photocopy of the first page of the car's FIA HTP.

### CLOSING DATE FOR ENTRIES: 24/08/16 12pm

Entries made by email, telegram or fax must be confirmed in writing before the closing of entries, providing the information requested on the official entry form.

**6.2** The maximum number of entries is: **190 vehicles** (all Championships)  
*IN ORDER OF ARRIVAL OF THE COMMMENTS (AS ATTESTED BY DATE ON POSTMARK)*

**6.3** There may be a change of vehicle after the closing of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.

**6.4** No change of Competitor may take place after the closing of entries. Changes of Driver are authorised in accordance with Article 9.14 of the Code. The replacement Driver, who must hold a valid car driving licence, an International Licence or Licences as well as authorisation from his ASN, must be named before the administrative checking are carried out for the vehicle concerned.

**6.5** Double starts (1 Driver for 2 vehicles or 1 vehicle for 2 Drivers) are not authorised.

**6.6** The entry fees shall be as follows:  
 - with the organiser's optional advertising (Article 8.3.2):  
**200 Euros**  
 - without the organiser's optional advertising (Article 8.3.2):  
**400 Euros**

The entry fees are to be paid as follows: an entry shall only be accepted if it is accompanied by the entry fee by cheque at the order of ASA ALSACE or by bank order:  
 LCL Sélestat -30002  
 08547 000070164V 32  
 - IBAN FR79 3000 2085 4700 0007 0164 V32  
 – BIC CRLYFRPP  
 and received by the deadline set.

**6.7** An entry shall only be accepted if it is accompanied by the entry fees and received by the deadline set in Article 6.1.

**6.8** In all cases, the entry fees include the Competitor's and Driver's Civil Liability insurance premium, as well as the necessary Competition numbers.

**6.9** The entry fees shall be refunded in full if the entry is not accepted or the Competition is cancelled.

**6.10** Each participant shall take part on his own responsibility. The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis Competitors, Drivers, assistants and third parties. Each Competitor/Driver shall be held solely responsible for his own insurance.

**6.11** In accordance with legal regulations, the organiser has taken out an insurance policy or policies covering the following risks:  
 - third party Civil Liability up to **INDIQUER LE MONTANT EN EURO PAR CAS** for each case;  
**+INDIQUER LES DÉTAILS DE COUVERTURE DE LA/DES ASSURANCE(S) CONCLUE(S) PAR L'ORGANISATEUR.**

**6.12** The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the Competition, not only during official practice and the heats of the race but also during trips from the parking area to the track and back.

## 7 - RESERVATIONS, OFFICIAL TEXT

**7.1** The organiser reserves the right to add to his Supplementary Regulations or to issue additional conditions or instructions which will form an integral part of them. He also reserves the right to cancel or stop the Competition in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

**7.2** Participants shall be informed of any amendments as soon as possible via dated and numbered information bulletins which shall be posted on the official notice board (Article 1.3).

**7.3** Any cases not provided for in the Supplementary Regulations shall be decided by the stewards.

**7.4** For the Supplementary Regulations, the French text shall be considered as the authentic text.

## 8 - GENERAL OBLIGATIONS

### 8.1 Competition numbers

**8.1.1** - The organiser shall provide each participant with 1 set of Competition numbers which shall be clearly displayed on both sides of the vehicle and front glass right (1) throughout the duration of the Competition. Vehicles without correct Competition numbers will not be allowed to start the Competition.

(1) Regulation standart ffsa article 4.3 (number supplied by the organizer)

**8.1.2** - The organiser shall be responsible for allocating the Competition numbers.

**8.1.3** - At the end of the Competition, before leaving the Parc Fermé or the paddock, the numbers of vehicles driving on public roads must be removed.

### 8.2 Starting arrangements

**8.2.1** - Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start. The Drivers shall accept the consequences should they be unaware of any conditions or modifications to the timetable which might be decided prior to the start.

**8.2.2** - The participants shall take their place in the starting file at least 10 minutes prior to their starting time. Any Driver who fails to report to the start at his scheduled starting time may be excluded from the Competition.

### 8.3 Advertising

**8.3.1** - Any advertising may be affixed to the vehicles, on condition that:  
 - it complies with the FIA and FFSA regulations  
 - it is not offensive.

No advertising whatsoever may be affixed to the side windows.

**8.3.2** - The organiser has made provision for the following advertising:

- obligatory (Competition numbers): *to be announced by bulletin.*
- optional (reduced fees, Article 6.6): *to be announced by bulletin.*

### 8.4 Flag signals, track behaviour

**8.4.1** - The following flag signals may be used during practice and the race, and must be strictly observed:

<b>Red flag</b>	stop immediately and definitively.
<b>1 Waved yellow flag</b>	immediate danger, reduce your speed and be prepared to change direction. There is a hazard beside or partly on the track.
<b>2 Waved yellow flags</b>	serious danger, reduce your speed and be prepared to stop. There is a hazard wholly or partly blocking the track.
<b>Yellow flag with vertical red stripes</b>	slippery surface, change in grip.
<b>Blue flag</b>	competitor attempting to overtake.
<b>Black and white chequered flag</b>	end of the heat (finish line).

**8.4.2** - It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the track marshals or the clerk of the course. Any breach of this regulation shall result in exclusion,

with the possible addition of other sanctions and the transmission of the case to the ASN concerned.

**8.4.3** - If a Driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the track and leave it, and obey any instructions given by the track marshals.

## 9 - ADMINISTRATIVE CHECKING AND SCRUTINEERING

### 9.1 Administrative checking

#### 9.1.1 - The administrative checking shall take place:

<b>Location</b>	<b>Rue du Conseil (Town hall)</b> <b>TURCKHEIM</b>
<b>Date</b>	<b>02/09/16</b>
<b>Time</b>	<b>from 1:30 pm to 8 pm</b>

**9.1.2** - The participants must report for the checking in person.

**9.1.3** - The following documents must be presented:

- International Competitors' and Drivers' Licences,
- car driving licence,
- FIA Historic Technical Passport (HTP).

Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their Licence.

### 9.2 Scrutineering

#### 9.2.1 - Scrutineering shall take place:

<b>Location</b>	<b>Rue du Conseil (Town hall)</b> <b>TURCKHEIM</b>
<b>Date</b>	<b>02/09/16</b>
<b>Time</b>	<b>from 1:45 pm to 8:15 pm</b>

**9.2.2** - Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.

**9.2.3** - The HTP and homologation form of the vehicle where applicable must be presented on request. Otherwise, scrutineering may be refused.

**9.2.4** - Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion.

However, the stewards may decide to allow the vehicle to be scrutineered if the Competitor/Driver can prove that their late arrival was due to force majeure.

**9.2.5** - Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

**9.2.6** - After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

## 10 - RUNNING OF THE COMPETITION

### 10.1 Start, finish, timekeeping

**10.1.1** - The start will take place with the vehicle stationary and the engine running. The stewards and the clerk of the course are free to modify the starting order according to the circumstances.

**10.1.2** - No vehicle may take the start outside its own category unless expressly authorised to do so by the stewards.

**10.1.3** - Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.

**10.1.4** - Any refusal or delay in starting shall result in exclusion.

**10.1.5** - The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically.

**10.1.6** - Timing shall be carried out using photoelectric cells and shall be accurate to at least 1/100 of a second.

### 10.2 Practice

**10.2.1** - It is strictly forbidden to practise outside the times scheduled for official practice.

**10.2.2** - Official practice shall take place in accordance with the detailed timetable drawn up by the organiser.

**10.2.3** - Only vehicles which have passed scrutineering shall be allowed to start the practice heats.

**10.2.4** - The conditions for admission to the start of the heat(s) of the race are as follows: all the competitors are obliged to have at least one timed practice heat and to complete the track from start to finish. Special cases shall be submitted to the stewards.

### 10.3 Race

**10.3.1** - The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.

**10.3.2** - The Competition shall be run over **3 heat(s)**.

### 10.4 Outside assistance

**10.4.1** - Any outside assistance shall result in exclusion.

**10.4.2** - Vehicles which have stopped along the route may only be towed away by order of the clerk of the course.

## 11 - PARC FERMÉ, FINAL CHECKS

### 11.1 Parc Fermé

**11.1.1** - At the end of the Competition, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

**11.1.2** - At the end of the Competition, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

**11.1.3** - The Parc Fermé is located at  
*Papeterie site1, Turckheim, Parc Matussière*

### 11.2 Additional checks

**11.2.1** - Any vehicle may be subjected to additional checking by the scrutineers, both while the Competition is taking place and especially after the finish.

**11.2.2** - At the request of the stewards, whether spontaneously or following a protest, a vehicle may be impounded after the finish and subjected to complete and detailed scrutineering entailing the dismantling of the vehicle.

**11.2.3** - Special checks (weighing, etc.) shall take place at:  
*Firefighter barracks, rue du 24 février TURCKHEIM.*

## 12 - CLASSIFICATIONS, PROTESTS, APPEALS

### 12.1 Classifications

**12.1.1** - The conditions for drawing up the classifications are as follows: the best time of the 3 heats

Time added by 2 better handles, on 3 rises/sleeves / stopwatch

**12.1.2** - The rule for deciding between Competitors in the case of a dead heat is as follows: Better time realized on one of the 2 serving sleeves has the addition of the classification.

**12.1.3** - The following classifications shall be drawn up:  
- General classification of all the categories in the HHCC together (see art. 3.1);  
- General classification of all the categories outside the HHCC together;  
- Classification of each of the categories;  
- Classification by cylinder capacity class.

**12.1.4** - The points will be awarded in accordance with Article 6 of the HHCC Sporting Regulations.

### **12.2 Protests**

**12.2.1** - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the Code.

**12.2.2** - The deadline for the lodging of protests against the results or the classification (Article 13.4.4 of the Code) shall be 30 minutes after the posting of the results on the official notice board.

**12.2.3** - The deposit for protests is set at 690 EUROS BY CHÉQUE OR CASH and is to be paid to Asa Alsace. The deposit shall be refunded only if the protest is upheld.

**12.2.4** - Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

**12.2.5** - The right to protest can only be exercised by Competitors who are duly entered in the Competition, or by their representative(s) holding a written proxy (original document).

**12.2.6** - In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

### **12.3 Appeals**

**12.3.1** - The lodging of an appeal and the related costs shall be in accordance with the provisions of the Code.

**12.3.2** - The deposit for national appeals is set at: 3300 euros

## **13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY**

### **13.1 Prizes and cups**

**13.1.1** - The following prizes, cups and trophies shall be awarded:

A TROPHÉE WILL BE PUT (HANDED) HAS EVERY CLASSIFIED PARTICIPANT

**13.1.2** - Prizes in kind which have not been collected within one month after the Competition shall remain the property of the organiser. No prizes shall be sent, they have to be collected.

**13.1.3** - No price in money, will be distributed

**13.1.4** - See article 13.1.1 and 13.1.3

### **13.2 Prize-giving ceremony**

**13.2.1** - It is a point of honour that all participants should attend the prize-giving ceremony.

**13.2.2** - The prize-giving ceremony shall take place

<b>Location</b>	Start line
<b>Date</b>	04/09/16
<b>Time</b>	After the last race heat

## **14 - SPECIAL PROVISIONS**

*Classification (ranking) realized by addition of 2 better rises/sleeves on 3 rises/sleeves*